

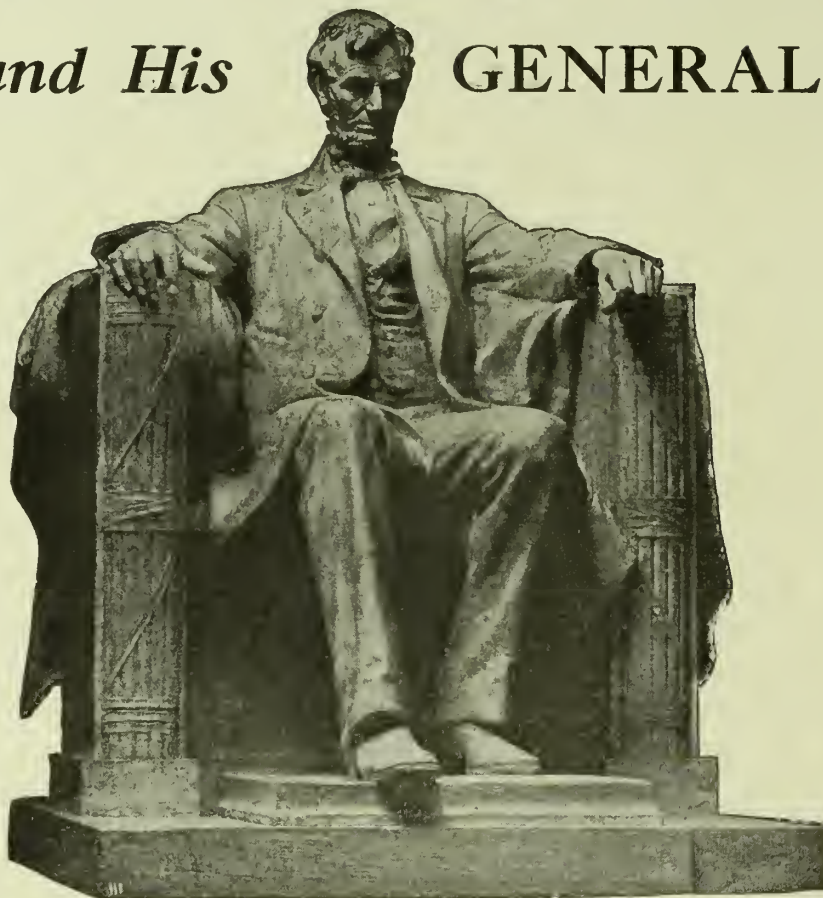
FEBRUARY 5, 1926

The **AMERICAN** **LEADER** *Weekly*



LINCOLN

and His GENERALS



LINCOLN AND HIS GENERALS, by Clarence Edward Macartney is a close, scholarly study of the character of the great Emancipator considered in his relationships to the Generals of the Union Army. Not only is Lincoln's own character presented in new and illuminating light, but the personalities of the military leaders of the Civil War become dynamic factors in the great issues involved. Scott, Fremont, Butler, McClellan, Sherman, Burnside, Hooker, Meade, Halleck and Grant — these men emerge upon the theatre of war in the searching light of their contacts with the President.

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The AMERICAN LEGION Weekly



ACCOMPANYING this issue is a special supplement, called "The Second A. E. F.," which gives all the information now available on the 1927 Legion pilgrimage to France. If you are planning to go to Paris in 1927, fill in the coupon appearing on the inside back cover of this issue, unless you have already sent in the identical coupon which was published in the December 11th issue of the Weekly. Do not send in the coupon if you mailed in the one published earlier.

* * *

PERHAPS in reading over the supplement, several questions arise in your mind which the supplement does not answer. Don't obey that natural impulse to sit down immediately and put your questions in a letter to the chairman of the France Convention Travel Committee or to the Weekly. For the chances are the reason your questions were not answered in the supplement is that they concern points on which the committee is still working. Naturally, in planning a vast pilgrimage, hundreds of questions of detail must be settled and they can't all be settled at once. As further information is developed, it will be published in the Weekly. There is an old saying that every letter answers itself within a period of ten days.

* * *

JOHN J. WICKER, JR., Travel Director of the France Convention Committee, is a mighty busy man these days. Mr. Wicker's home is in Richmond, Virginia, and he belongs to North Richmond Post, an outfit which fortunately has been able to give him quite remarkable assistance in preparing the material for "The Second A. E. F." supplement. Carl L. Bixby, a member of North Richmond Post who is an advertising man, wrote the story for the supplement, and Henry Day Lowry, another post member who has had wide experience in preparing travel booklets, made the cover and the excellent illustrations. Both gave their best without thought of compensation. Another volunteer contributor to the supplement is Ex-Leatherneck Abian A. Wallgren—the well known Wally—who drew the cartoon on the back cover. Wally, incidentally, lives in Philadelphia.

* * *

A LETTER from S. F. D. of Kansas, calls attention to one of the problems which posts seeking to increase their 1926 membership may run up against—the problem of the man who feels like an outsider because he happened to serve but

a short time in the World War and never got overseas. "I have just read the letter by W. H., the Civil War veteran of Tulsa, Oklahoma, which was published on Frederick Palmer's page in the Weekly for January 1st," S. F. D. relates. "He tells of the man who quit the Legion because he believed the overseas boys kept largely to themselves. I wish to say that I'm in the same boat."

* * *

I WAS called in early July and discharged in February after getting the great distance of 38 miles from home during my war service," S. F. D. adds. I don't attend Legion meetings as I have nothing to talk about. This sector and that sector! Time off at this place and that one! A battle here and another there! And what battle was mine? Oh, yes—the battle of Funston, with the Tenth Division that spent its time along the banks of the Kaw. I joined because they asked me to make the post 100 percent. It would be pretty small for just one man to keep the little old home town post from being 100 percent, so I signed up."

* * *

HALF the battle is won when a post succeeds in bringing to expression the secret feelings of the Legionnaire who is convinced that he is an outsider. There is every chance to show him that he has the wrong slant on things if he'll frankly tell what he is thinking. But how many men, fooling themselves, may be thinking the same things as S. F. D. is thinking? Perhaps some home missionary work is needed in a few posts. The true

Legion spirit knows no distinctions of class, whether based on overseas service or any other alleged qualification. Besides, interests dating back to the war period do not have a monopoly in the Legion. A man may not be able to talk of battles and French towns, but he certainly can help in constructive home service.

* * *

IS YOUR post doing its part to reach the eligible non-members of your town? Here is a good idea. Stand up at your next post meeting and make a motion that your post adjutant be authorized to order enough copies of the January 22d issue of the Weekly—the special Achievement number—to enable your post to give a copy to each of these men outside the Legion. The coupon to be used in sending orders will be found on page 12.

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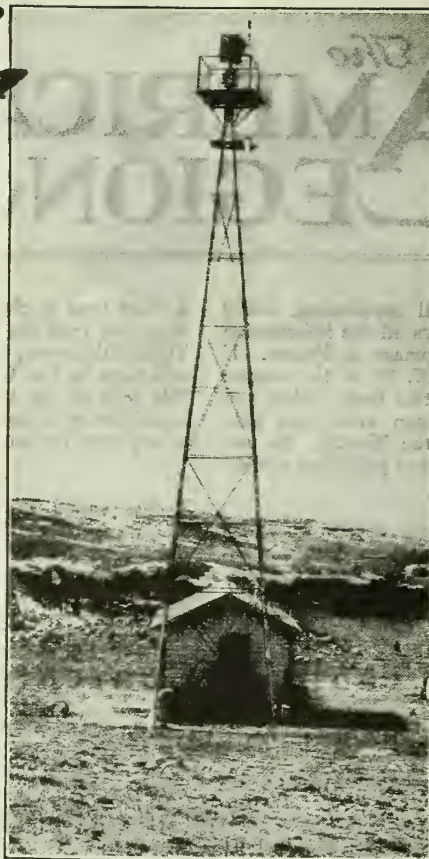
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CAPT. JAMES, late of the British Flying Corps, waved farewell to a group of Boston admirers and a moment later his airplane zoomed from the ground on a non-stop flight to New York City.

The time was shortly after the close of the World War when a cross-country flight of any distance was a matter of wide public interest. Captain James had been a war pilot in France. His radius of activity was limited to a restricted area, well landmarked. Little flying was done in bad weather and much of it was done in formation. One couldn't very well get lost because arrival over the enemy lines was signalized by a few steel bouquets from Boche archies.

Thus this 230-mile aerial jaunt on which he was starting was something in the nature of an adventure. Captain James couldn't navigate by instruments and he knew almost nothing of map reading. It was his plan to follow the tracks of the New York, New Haven and Hartford Railroad right to his destination. That surely sounds wise and simple. Upon taking off he circled a bit over a maze of terminal rails and began following a double track below, confident he couldn't go wrong. It all looked very simple.

By the time Providence, Rhode Island, with Narragansett Bay to the south, should have appeared beneath his wings, a large city to the west of a lake was visible. That seemed strange. He was surely following double rails. Two hours after his departure, when the shimmering waters of Long Island Sound should have been trailing to his left for an hour or more, rugged foot-



An Air Mail plane racing past the highest beacon light in the world, at the top of Sherman Hill, between Cheyenne and Laramie, Wyoming. It's one of the best show places of the Rocky Mountains for the airman, as it's eighty-six hundred feet above sea level

hills flitted below. Realizing something had gone amiss he landed in an open field. Inquiry revealed that he had mistaken the double rails of the Boston & Albany system for the black threads he had intended to use as a guide. He was near Pittsfield, Massachusetts, 150 miles due west of Boston and some 80 miles north of the Shore Line of the New York, New Haven & Hartford.

That was all in the game of cross-country aerial pioneering. Captain James laughed at his own expense and left his plane in the hayfield a day or two while he lugged gasoline, oil and water from a village, servicing his machine.

At nine o'clock one morning he waved goodbye to a gathering of well-wishers and started off to complete his interrupted journey. The natives watched until the airplane vanished, a dwindling speck in the distance. Then they went home to pursue once more the mundane tenor of their respective ways.

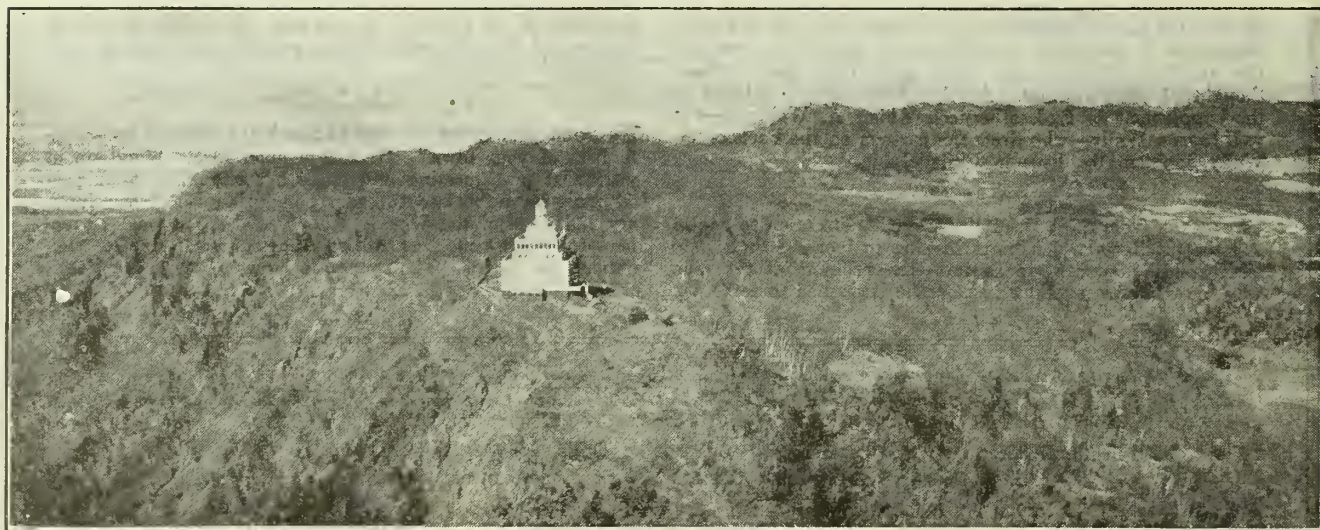
That was the last that has ever been seen or heard of Captain James

and his flying machine. He vanished as completely as the phantom ship of the Flying Dutchman. In six years no trace of the British air veteran or his airplane has been uncovered. Considering the compactness of Western New England and Eastern New York State his disappearance is almost inexplicable. For a few days the mystery was heralded on the front pages of the newspapers. Then, in accordance with

LOST—and More Than a Mile High

By SAMUEL TAYLOR MOORE

Aviators flying in the Connecticut Valley or between Boston and the Berkshire Hills can't help but see this amusement house set on top of Mt. Tom, between Northampton and Holyoke, Massachusetts



newspaper custom, it was forgotten. A couple of months ago there was a flurry of interest when it was reported a wrecked airplane had been discovered in a Southern Berkshire forest, but when searchers went to the place they found no trace of a machine.

Whether Captain James's airplane plunged to the bottom of the Hudson River or some other body of water, whether the gasoline tank caught fire and exploded, blowing pilot and plane into bits, scattering through a forest, no one may ever know. His fuel must have become exhausted in daylight hours, that much is certain. In aviation annals the mystery of the disappearance is comparable to the naval tradition of the lost collier Cyclops. One may invent theoretical explanations endlessly.

But the fact I wish to point out is this. Had Captain James been an experienced or competent cross-country pilot, had he possessed the ability to guide his airplane by instinct, maps or instruments, he never would have started out following the wrong railroad tracks. Apparently he was as incapable of navigating the skies as I would be in a rowboat in midocean endeavoring to reach the nearest shore.

To the layman it might seem strange that a veteran war pilot, a birdman who could loop, sideslip, fly upside down or perform a barrel roll, should prove so helpless when it came to straightaway flying. Yet among the thousands of air pilots in the United States, active as well as reserve, are many hundreds who cannot accurately guide a course over strange territory. Indeed, in the Army Air Service I doubt if there is a single pilot who at some time or other hasn't been temporarily lost.

Man may fly but he must guide his course by his own ingenuity. The instinct which enables birds to fly unerringly for hundreds and thousands of miles during seasons of migrations is simply not possessed by *homo sapiens*.

An intuitive sense of direction is more highly developed in some pilots than in others. The trickiest acrobatic flyer may be hopeless in cross-country missions. Not only do single machines occasionally wander far from proper courses but formation flights become separated and lost. Readers may recall that on the relay from the British Isles to Iceland in the Round-the-World flight Lieutenant Nelson completed the journey after the other two

planes had turned back because of fog, that Major Martin, the original flight leader, met disaster in Alaska after his plane became separated from the others.

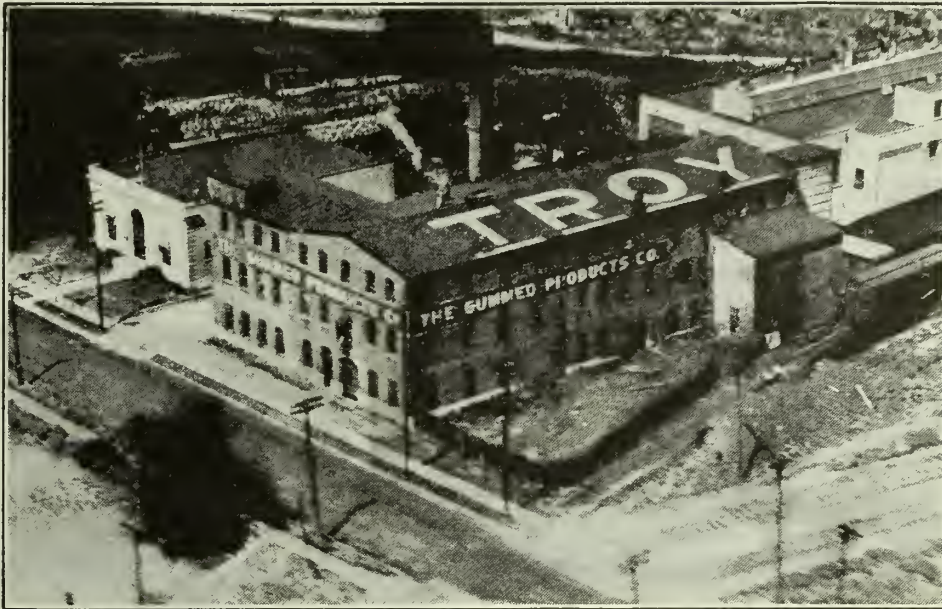
One day last summer a formation of five DeHavillands started out from Mitchel Field, Long Island, to give a demonstration over Scranton, Penn-

pilot. Frequently it is necessary to fly around storms and the pilot must know his relay intimately in breadth for distances about equal to length.

Between the Alleghanies and the Rocky Mountains cross-country flying is simplified when there is any visibility at all, by reason of the section lines. The low and level farmlands are in

fact an endless checker-board of giant squares with lines running East and West and North and South. With the aid of such surveyed lines it is ridiculously simple to check one's drift by calculating the deviation from a section line picked out at random.

Over mountainous country and along the seaboards, however, such helpful guides are lacking. Rivers, cities, towns, bridges, water towers and railroads constitute the important landmarks. I purposely mentioned rail-



A fine type of aerial signpost. Factory chimneys and water towers carrying in large letters the name of their town are also helpful to the aviator on a cross-country trip. Rivers, bridges and railroads are usually noted on maps carried by the airman and help him to keep to the highway, not such an easy task as it appears

sylvania, during a local celebration. The weather was misty. The formation was broken. Of the five planes which started exactly one reached the proper destination. The lone birdman did his stuff and returned. Investigation revealed that three of the planes had mistaken Wilkes-Barre for Scranton and had entertained the natives there with an unadvertised program of flying. The other ship had been forced down by engine trouble.

An aerial highway is forty miles broad. To the layman that may seem strange. It is a geometric axiom that a straight line is the shortest distance between two points. Yet for safety the aviator must have a leeway of twenty miles on either side of the theoretical direct route. On some maps the width is doubled, covering a strip eighty miles broad. Ordinarily the narrower airway is sufficient.

There are several reasons, chiefly meteorological, for making an airway so wide. Fog and mist, rain and snow, sudden wind storms or peculiar local weather conditions may blind the birdman. Crosswinds may blow an airplane far from an intended course. In the comparatively brief journey from Washington to New York, a well-marked course, I have known of an aviator to become lost three times in severe wind and rain storms.

Headwinds may retard and tailwinds accelerate speed so that it is impossible to gauge distance by time plus speed. In the United States Air Mail it is a tradition that it requires two years of experience in regularly scheduled flights to make a competent mail

roads last because in the East there is such a network of them that it is an easy matter to become confused.

Unlike marine navigation, aerial pathfinding has many baffling problems. The pilot has no spare moments to leisurely employ a sextant for observations. A ship at sea may become lost or disabled, or both, yet it continues to float securely in a comparatively reliable and constant element. When the fuel supply of an airplane becomes exhausted it must obey the law of gravitation, no matter what is below.

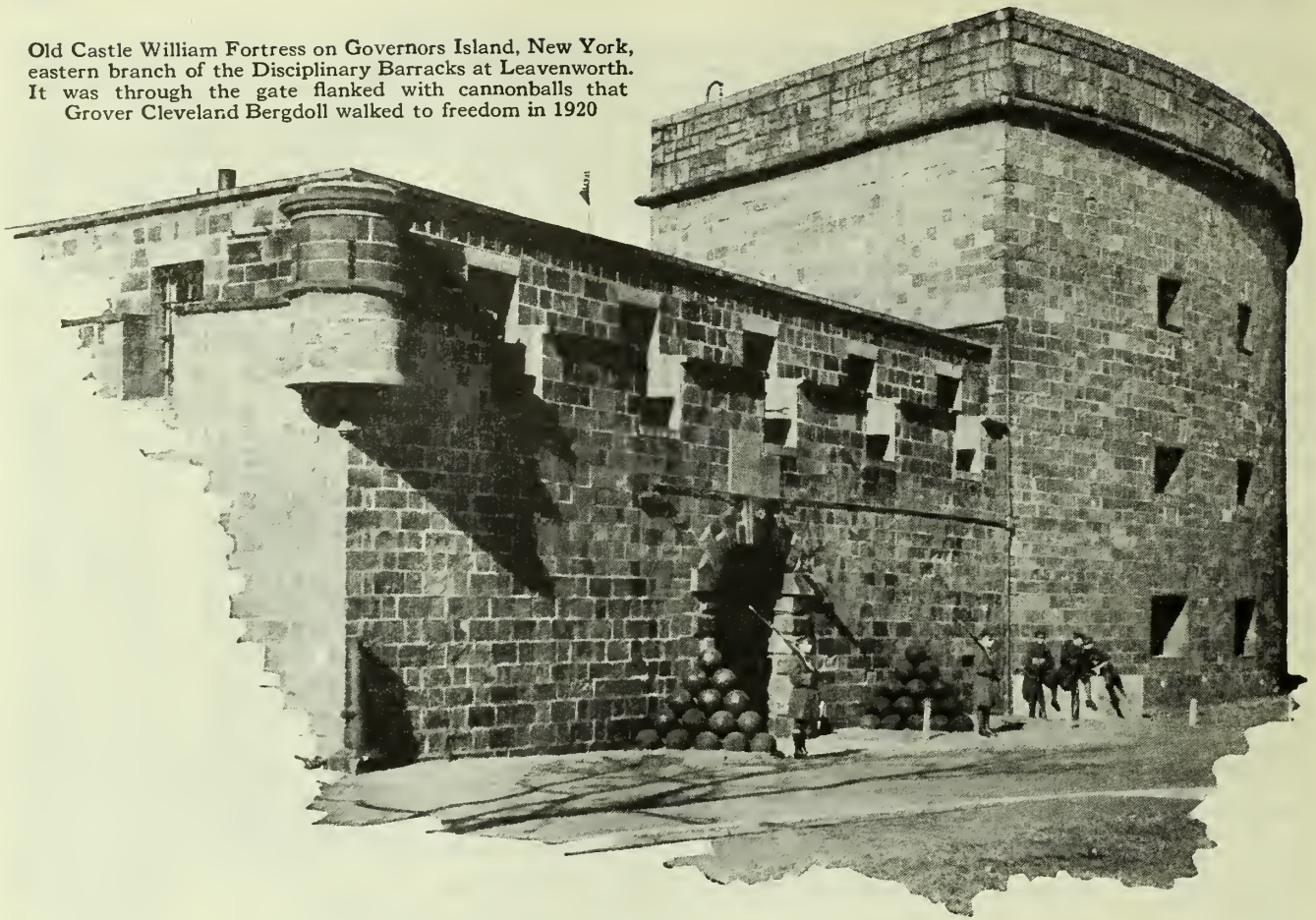
During the recent 4,000-mile journey to Porto Rico and return of the airship Los Angeles, Horace D. Ashton, a civilian passenger, emphasized the importance of meteorological information in navigation. Weather maps were of equal importance with hydrographic charts, so that every advantage could be taken of favorable winds. Speed and side drift were constantly checked by dropping markers into the water as a fixed base from which to calculate variations from the plotted course.

In general, overland flying for almost any distance is an established fact so long as landing and fuel and repair bases are provided. The air mail is a sound example of the possibilities in that field.

But long distance flights over oceans are yet in the experimental stage. Two dirigibles have flown across the Atlantic and despite the transatlantic heavier-than-air flights of the NC-4 and Messrs. Brown and Alcock, together with the more recent round-the-world cruise, regular trans-oceanic fly-

(Continued on page 11)

Old Castle William Fortress on Governors Island, New York, eastern branch of the Disciplinary Barracks at Leavenworth. It was through the gate flanked with cannonballs that Grover Cleveland Bergdoll walked to freedom in 1920



IN this era of national economy, when all governmental agencies are doing their best to save and keep within their appropriations, it seems strange that a great prison should be to all intents and purposes self-supporting. As a general rule penal institutions are far from that.

Many of the men received at Fort Leavenworth are young. Some have no trades, others have worked at many. One of the objectives of the prison is to fit a man to take up a useful place in the community on his release. Under Colonel G. O. Cress, the commandant, every effort is made to carry out this end. At the same time money is being saved by the Government in this training of prisoners.

There are, for instance, the dairy farm and the chicken ranch. The former is one of the best equipped dairies in the country, and is under a civilian civil-service director. All of the stock is blooded, and many prizes have been taken. The dairy supplies the milk for the army post at Fort Leavenworth, one of the largest in the country, for it is the home of the General Service Schools. Eggs and milk for the post come from the Disciplinary Barracks farm.

Prisoners are assigned to work on the farm, and when they are discharged they have a thorough knowledge of modern farm methods. There is also a

'As a Court-Martial May Direct'

By LEIGHTON H. BLOOD

large greenhouse where flowers are raised for sale at the post. The chicken farm is one of the largest and best in the Middle West. In 1924 its exhibits walked away with the prizes at the Free State Fair at Topeka. This is more or less a regular thing for Leavenworth poultry; there are numerous glass cases full of ribbons in the office of the farm colony.

The prisoners who work on the farm as a rule are not under guard. They are white-star paroles. In the case of the chicken ranch they are several miles away from the main building. They live in a building, built by themselves, of the hunting lodge type—the kind that millionaires put up on their hunting preserves. They have their own cook, a prisoner, and are put on their honor when assigned to work there. There is also a hog ranch which is a money maker. The chicken ranch, dairy, greenhouse and hog ranch all make money.

Getting close to nature seems to have worked wonders at Leavenworth. When the Disciplinary Barracks sends exhibits to state fairs in the Middle West, white-star parole prisoners are sent

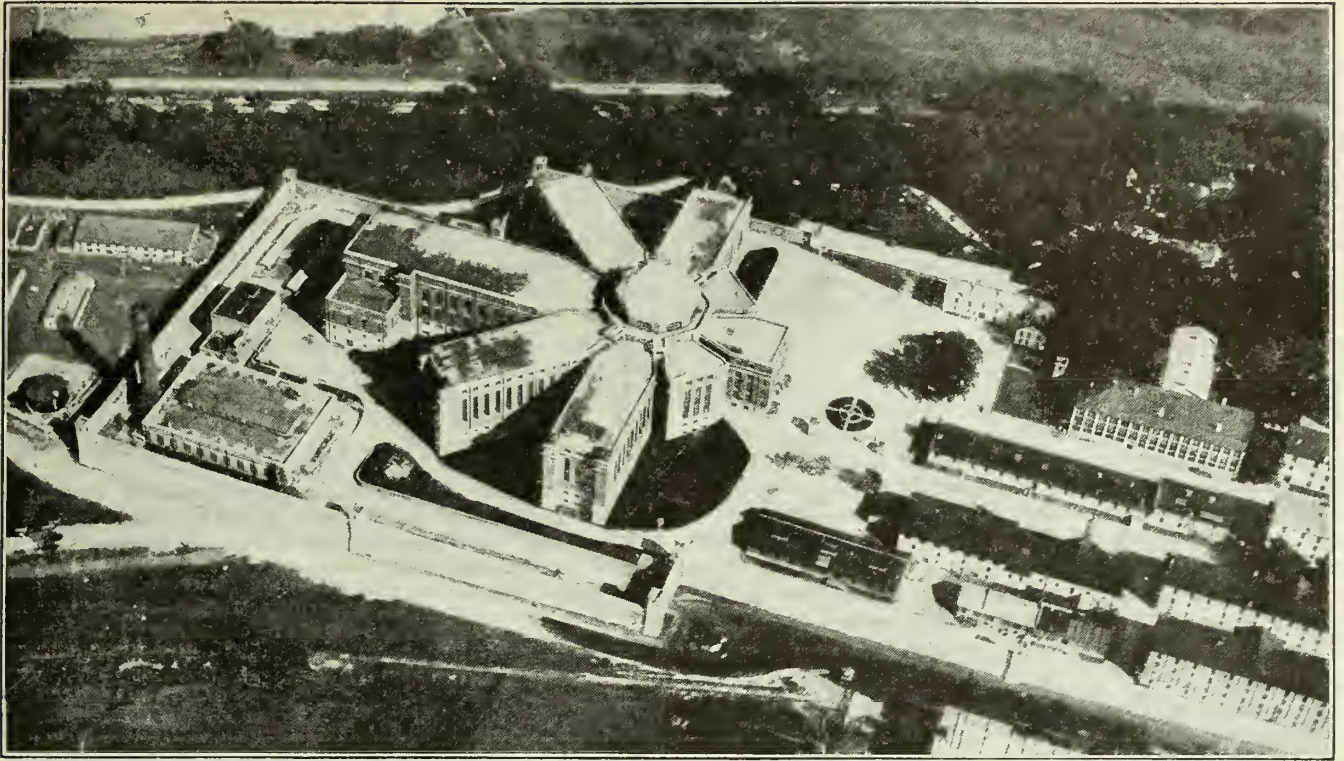
much sought by the prisoners because of the lack of restrictions.

The men employed within the walls as red-star paroles have opportunities to learn useful trades. The only difference indicated by the color of the parole star is that the red stars work inside and the white stars outside the walls. There is a modern shoe shop where high-class leather work is a specialty, a dry-cleaning plant that is one of the best in the country, and a woodworking and model shop. All are under civilian heads.

I talked with several of the prisoners employed in the model shop working on articles of furniture that bring high prices. Not one of these men knew the least bit about woodworking before he entered Leavenworth.

There is also a model laundry and tailor shop, the former doing the work for the post. In the tailor shop the prison uniforms are repaired and the suit of clothes which is given each discharged prisoner made. The "going-away suits," as they are called, are very different from the shoddy usually supplied by prisons for their discharged inmates. They are of up-to-date cut

along to take care of the cattle or pigs or chickens. Of course they go in clothing without their numbers stenciled on it, and they go sometimes hundreds of miles away without a guard of any description. Farm colony work is



and style and of good material.

The matter of the prison uniforms is an important one. They are all reclaimed and salvaged O. D. and denims, the former dyed. This means that there is no expense in clothing the inmates, for the tailor shop repairs the clothes, which are dyed and then issued. The shoes are also reclaimed ones, repaired in the shoe shop. Heretofore it had always been the custom of the Army to sell the old uniforms and shoes for rags and old leather.

Viewing the Disciplinary Barracks as a whole, they produce everything for their own needs save meat, coffee and tea. The profits from the various enterprises, if credited off to the barracks, would probably more than pay for the supplied items. The smoking tobacco, chewing tobacco and gum issued the prisoners come out of the mess allowance, and all have equal shares in this. The motion pictures are supplied by the Y. M. C. A. and the winter entertainments by the men themselves.

There are three classes of prisoners in the Disciplinary Barracks. All prisoners entering are put in the first class. This class contains the Battalion, the star paroles, and the men who are behaving themselves. Prisoners who are consistent trouble makers find themselves in the second class, and are given red numbers. There are usually less than a dozen of these. The third class includes those who are in isolation, and, as a rule, there are not more than two or three of these.

A feature of the Disciplinary Barracks is the fact that every man has a cell to himself, and no prisoner is allowed in the cell of another. His cell is light and clean, with running water and toilet.

Only certain articles are allowed a prisoner in his cell. If he has contra-

An air view of the Disciplinary Barracks at Leavenworth, the cell house appearing at the left and the work shops to the right. This should not be confused with the federal penitentiary, which is at the south end of the military reservation

band he is punished. When he is out of his cell all his belongings are displayed on his cot just as at a Saturday morning barracks inspection in the Army. Aside from his clothing and blankets he is allowed a cup, mirror, soap, comb, brush, lead pencil, tooth brush, tooth powder, pipe, pictures of nearest relatives, without frame, and tobacco and chewing gum as issued. He is not allowed to paste pictures on the wall or to tamper with his electric light.

Former service men may be interested in some of the A. E. F. cases that have come here or are here now. Names will be omitted in some of these tales, for there is no good reason to publish the sins of a man who is paying his debt to society. You can rest assured, however, that there are no men at Fort Leavenworth who shouldn't be here. There are none serving very long sentences save those whose original sentence was death, and even those have been cut down to fifteen years.

Perhaps the most interesting case to the wartime service man is that of Thomas Scullion. Scullion was characterized both by General Pershing and Judge Advocate General Bethel as "the worst criminal in the A. E. F." He led a gang of criminals in Paris and its environs in 1917 and 1918. He was tried for murder—he had several to his credit—but managed to get life because the French police had won a confession from him by third-degree methods. Later he calmly took the stand in behalf of a member of his gang and recited just how he had done away with a Paris gendarme, in order to clear his companion. Scullion's record is an unsavory chapter in A. E. F. history.

Those who do not know how Scullion ended up might be interested. With

twenty-five other prisoners he was at work in the stone quarry at Leavenworth. He was a second-class prisoner, having tried to escape several times.

With four others he made a dash from the dinner table at the stone quarry. There were a dozen sentries about armed with automatic shotguns. They opened fire. One sentry alone is credited with bringing three of the four men down. The fourth was uninjured. Scullion and a companion died that afternoon. Thus ended the premier desperado of the A. E. F.

Who has not heard of the private who masqueraded about the A. E. F. as "Colonel Sears," selling army hospitals, cantonments, supplies, or what have you? Just now Colonel Cress would like to see the "colonel" that had the A. E. F. by its ears. He is a parole violator. The New York police would also like to get him for a little diamond job since he broke parole. Plenty has been written about the "colonel," but most of it has been painted to make him more or less a hero. I have the real facts and records. Let's see just what and who he is.

Harry Stern is the real name of this extraordinary person. He was thirty-three years old when sentenced in 1919 at Paris. He has a long record in civil life, being, among other things, a graduate of Elmira and a post-graduate of Sing Sing. His aliases are Morris L. Berkowitz, Harold P. Sears ("Colonel") and also "First Lieutenant" and Stoneberg. In France he was in reality a private in Battery C, 59th Artillery, Coast Artillery Corps.

Although many tales have been told about Stern he was only convicted for getting a few hundred francs from French storekeepers for deposits on large quantities of the A. E. F.'s smoking tobacco and cigarettes, and for se-

(Continued on page 14)

EDITORIAL

FOR God and country, we associate ourselves together for the following purposes: To uphold and defend the Constitution of the United States of America; to maintain law and order; to foster and perpetuate a one hundred percent Americanism; to preserve the memories and incidents of our association in the Great War; to inculcate a sense of individual obligation to the community, state and nation; to combat the autocracy of both the classes and the masses; to make right the master of might; to promote peace and good will on earth; to safeguard and transmit to posterity the principles of justice, freedom and democracy; to consecrate and sanctify our comradeship by our devotion to mutual helpfulness.—Preamble to Constitution of The American Legion.

"Never Heard of It"

POSSIBLY you are not acquainted with the town of McCook in the State of Nebraska. Anyway this Legion of ours, preserving the impartial and good-humored skepticism which was born in the war, might say of McCook, as of New York City, "Never heard of it!" Well, then, hear of McCook now. McCook has said it with members. Commander McQuigg found this letter in his mail on January 13th:

You have called upon us for a million members for the coming year. Chris Hansen Post, McCook, Nebraska, has done its bit toward this great goal.

The greatest number that we ever had in 1925 was thirty-seven. Last night we had our first meeting of the new year and took in the hundred and fiftieth member. This is an increase of over 300 percent and an increase of fifty-two over our best previous record. We have one man, Rex Bagley, who secured seventy-eight members himself and did it in one month. We are wondering if this record has ever been equaled before. We also opened and closed in form last night for the first time in the history of the post.

Some posts of the Legion in this year of grace and increase are going to beat that record, and Chris Hansen Post itself isn't going to stop growing. But don't tell anybody you never heard of McCook, Nebraska. It bulks large on the Legion map of 1926.

The Big Idea

IN A certain county clerk's office a pile of maps had lain unarranged for some ten years—this despite the fact that they were in fairly frequent use. When the World War was well started the indolent county clerk, for lack of space because of draft board work, was compelled to index those maps. It took him less than a day when he finally got at it. Ten million men had to die in Europe to provide better map service for title searchers in an obscure county clerk's office in the United States.

Recently a young executive of a large metropolitan corporation when asked by a Federal official for a confidential statement about one of the firm's customers remarked: "If it is for Uncle Sam, though it is contrary to the firm's policy, he may have the information." The government official who had seen the maps in the backwoods office systematized by reason of the World War, on learning that the young executive had been overseas with the A. E. F., understood that here was a more significant manifestation of good from the great conflict.

Would that young executive have thought in just those terms—the terms of partnership—had not he and millions of others like him served his country in 1917-'18?

It is extremely doubtful. For the young man of, say, 1913, would not have dramatized this little matter of inner patriotism. Not so strong before the war was the partnership idea as it appears to be now. The generality of the youth of the previous decade had acquired its patriotism out of books on history and elementary civil government. And this is a far cry from getting the big idea in trench mud between the zip of machine-gun bullets.

Old Dr. Johnson, the man who wrote the dictionary, said, and said well: "Sir, patriotism is the last refuge of a scoundrel." Lip service always has been easy, and it is frequently deceptive, especially in time of peace. It is out

of suffering that the individual forges the finest links in his spiritual coat of mail, and this is as true of the nation as it is of the individual, for a nation is merely an aggregation of individuals. When the ploughshare has its day, a portion of the wisdom personal and peculiar to the men who went through the hardships of 1776 and every succeeding war is apt to fade from public consciousness. There develops a spirit of complacency, a tendency even to regard slightly the talk of wars and rumors of wars, pacifism grows apace, and mere lip service has its inning.

There will be little of that element to be observed among the youths who wore olive drab and navy blue and had the big idea ground into them in the stern days of 1918.

"Take One Cup Flour—"

THE governor of Virginia recently issued an appeal to the executives of other States to aid him in bringing to light an egg that would provide a suitable accompaniment to the Old Dominion's properly famous ham. The governor of Ohio last Christmas told the cook to spend the day with her folks, put off his gubernatorial frock coat, replaced it with a homely gingham apron, rolled up his sleeves, and prepared the Christmas dinner.

This interest of high state officials in the culinary art is an encouraging sign. It was the cry of the ancient opposition to woman suffrage that woman's place was in the home. Doubtless this was only another way of saying that woman's place was in the kitchen, which is the axis around which the home revolves. This statement implied, even though it did not specify, that man's place was anywhere but in the kitchen. History does, it is true, record an occasional male failure as a cook—witness the instance of King Alfred and the cakes. But the fact remains that the motivating power behind most of recorded history has been the search for a square meal.

Anyway, cooking, while more women than men may be practitioners of it, cannot fairly be called an effeminate occupation. As a test, ask a dozen men of your acquaintance the blunt question, "Can you cook?" Not one of the twelve will probably return an emphatic "No!" Eleven of the twelve will answer, diffidently and modestly, "Oh, I can fry an egg," implying that they wish they could do more, and the twelfth may acknowledge an ability to prepare cauliflower, roast or fry chicken, and evolve tasty custard.

It is easy to see why custom has made it the woman's part to prepare the family dinner. In prehistoric days the man of the house went forth with a club and bludgeoned a likely-looking specimen of sirloin, dragging it home hoof up. That, as the more muscular member of the family, was his simple duty. It was for his mate to prepare the booty for the table—a fair division of labor.

Nowadays, since the man of the family does not have to go out into the fields and butcher his own ox, it is fit and proper that he should display interest in the preparation as well as the mastication of foodstuffs. Restaurant cooks and hotel chefs are male; so are army and navy cooks. Let the masculine enthusiasm for cooking shown in the action of the two governors continue; woman's supremacy in the art in the home will never be questioned. No youngster is ever going to grow up pining for apple fritters like father used to make. But it won't do father or son a bit of harm to know how the trick is done.

❖ ❖ ❖

"I" is about the poorest letter of recommendation.

❖ ❖ ❖

Too many cars receive their finishing touches on a railroad crossing.

❖ ❖ ❖

If all the fellows who boast about their morning's cold bath were laid end to end nobody would regret it.

A PERSONAL PAGE

by Frederick Palmer

Every overseas veteran should see "The Big Parade" for its wonderful motion picture realism of action at the front; every other American, man, woman and child, should see it in order to realize what those veterans endured. Slim alone is worth seeing. If he is not a thoroughbred American type then I was blind when I was in France and know nothing of the American army of 1917-'18.

"The Big Parade" Is Big

When Nicolas Terelis was sworn in as a naturalized citizen by Supreme Court Justice Mitchell in the Bronx, New York, he asked that his name be changed to Acson. The judge said that he had never heard of Acson as an old American name.

No Patriotic Bigamy

"Sure it is," said Nicolaš. "The A stands for America, the C for city and the son makes it cityson."

His spelling was bad. That of some of the leaders of the American Revolution was not very good. A man may be able to spell citizen and all the other words in the dictionary right and yet not be as good a citizen as one who spells it cityson.

Nicolas had been learning English. He had the right spirit. When he changed his nationality he wanted his very name to be American. That does not imply that the foreign born should change their names, but have the same spirit of rebirth in a new nationalism and patriotism.

We know that Nicolas when he became an American citizen made actually one less among the more than one million aliens in New York City, or nearly one-fifth of the city's population. How many aliens have we who when they were legally divorced from a foreign allegiance entirely gave up that allegiance in heart? It is good to know that the Legion stands in Washington for no weakening of the immigration laws. We want no half loyalty, no patriotic bigamy in the United States.

A naturalized American once said to me: "I'm a better American than you are because I chose to be one.

What Is an American?

You had to be an American because you were born one." That was a snap argument of the same kind as that of the man who thinks he is a good American because his ancestors were American. Your ancestors may have come over in the Mayflower and you may not be as good an American as the man who was naturalized only yesterday. As well might the American-born claim that soil that grew a good crop last year will grow a good one next year without ploughing, planting and cultivating, which must never cease unless the crop is to be weeds.

The American born have to keep up the standard of Americanism. By example and teaching they have to show the newcomers what it is to be American. We should extend the helpful hand of good will and comradeship but never let the newcomers forget what are the rules of Americanism which must not be broken.

The kind of an American you are is the kind that you make of yourself. You must be an earning, self reliant, contributing member of society. The sum of the whole is weakened or bettered according to individual conduct.

When the American thinks in national terms only one flag must give him a national thrill. His attitude toward other nations must be that toward his neighbors, of good will and keeping the law and faith of neighbors. He must play no favorites among foreign nations, and that includes the one from which his ancestors came. We want no boot-legged foreign patriotism in the United States.

I get letters of complaint because I said I should like to live to see the time when there were no foreign language papers in the United States.

One Language, One Spirit

This was looking forward to the ideal when the melting pot had finished its work. There must be some foreign language newspapers because they are the only medium through which an alien arrival can get news. But just so far as those foreign language papers teach loyalty to any foreign nation, just so far as they influence their readers against learning English, they are harmful and even a menace. In Canada, British commonwealth, two languages are spoken in Parliament. There is only one official language in the United States. The Constitution was written in English and English is the language of our courts.

It happened that English was the language of the early immigrants to this country who mastered the wilderness and made the nation. Mostly the soldiers of the Revolution were English, Irish, Scotch and Welsh. The Irish as well as the others were fighting their blood brothers; for there were many Irish in the British regiments, although any Irishman put back of his blows his feeling about the British oppression of Ireland. Two of our foreign wars were against Britain, the home of the English language.

We must have one language in order to be one people. That language happens to be English. Suppose that because some of my ancestors spoke Gaelic and some Holland Dutch I should want Gaelic and Holland Dutch spoken in the United States, and, while I had my wish, all others had a similar wish about ancestral languages granted! Consider the babel of language groups that would result! Polygamous patriotism would be the rule.

In pioneering and founding this country to make it what it is the early immigrants endured worse hardships than modern steerages or immigrant stations. That was the price they paid to achieve Americanism. Nothing is worth while unless you pay a price for it. Foreign born citizens of today must pay their price. The old ones find it hard to change habits and speech; but the second generation must know the language of the land and follow the rules if America is to continue to be what it is.

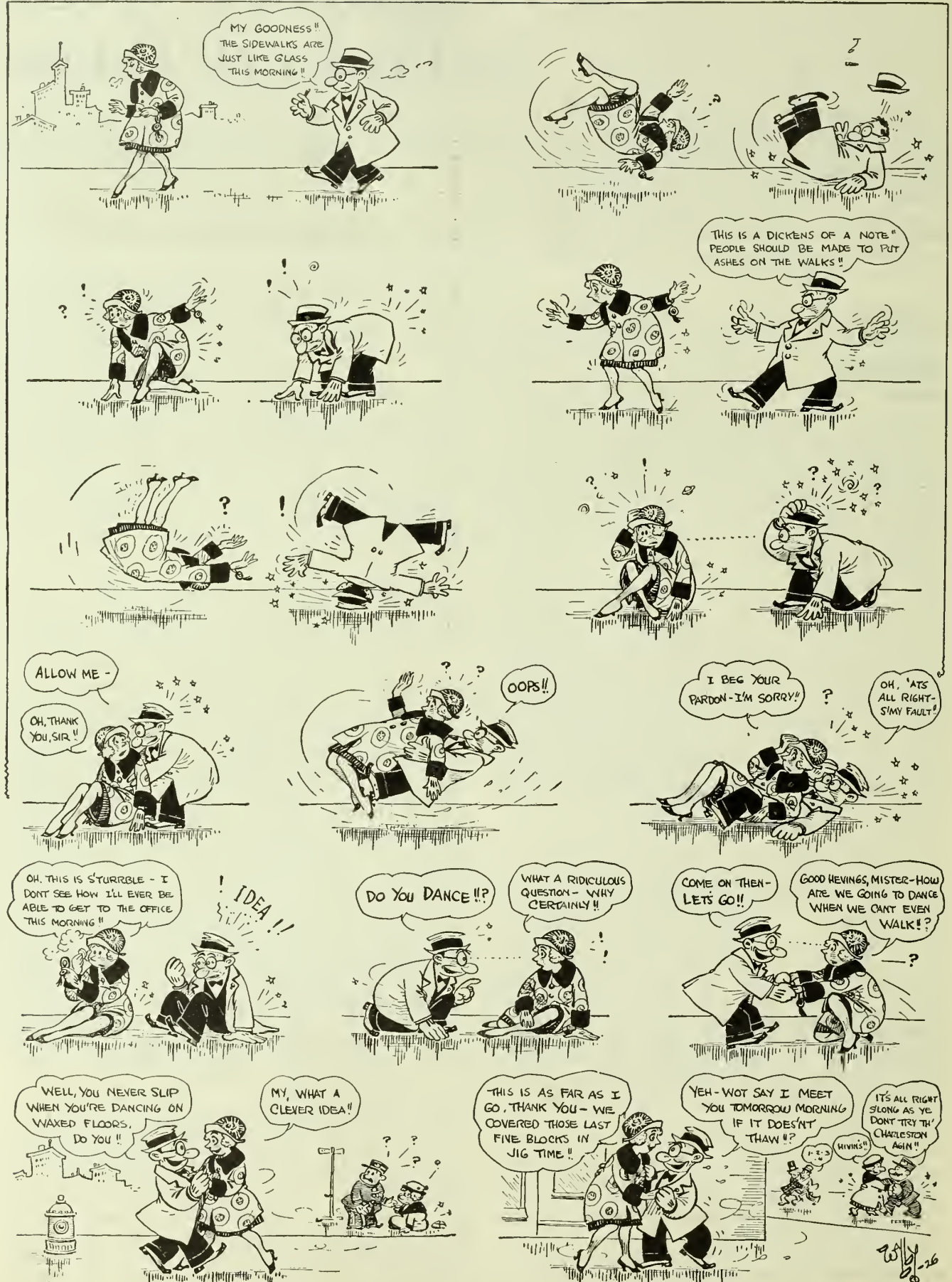
Rich with honors, and with no more to be gained, General Pershing saluted and said, "Yes, sir!" when his superior officer, the President, asked

The Chief Did Not Fail

him to leave home comforts to try to settle the Tacna-Arica dispute which is as bitter between Peru and Chili as any that ever fomented war on an European frontier. Patient, through arduous months of rancorous negotiations, he showed them the way to the "square deal", even if they would not accept it. He did not fail. He gave another example of service.

On with the Dance!

By Wallgren



Lost—and More Than a Mile High

(Continued from page 5)

ing is in the far distant future. There are two phases to the problem. First is that of bases for airplanes along the airway, second that of navigation of the skies over the sea.

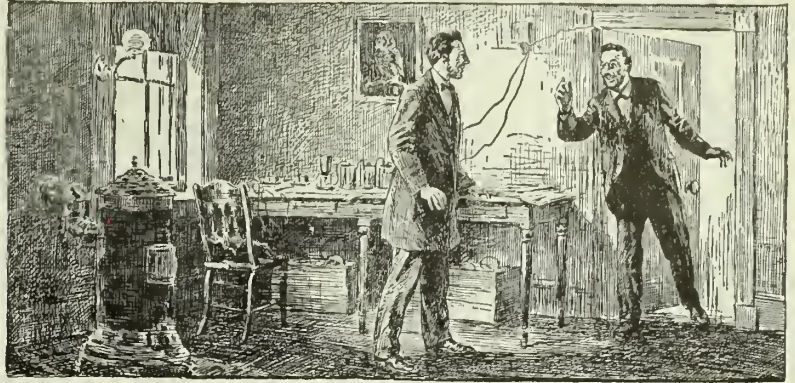
An American inventor, E. R. Armstrong of Wilmington, Delaware, has perfected a plan on paper for eight artificial islands stretching between the United States and the British Isles to be used as aircraft bases. He would build these stations approximately five hundred miles apart. Each would be 400 feet wide and 1,200 feet long, rising seventy feet above high water level. For the night relays he would utilize floating buoys patterned after the illuminating system of the air mail.

Very few pilots would be capable of navigating directly the distances between such stations because they have been trained to rely on landmarks. Obviously there can't be landmarks on the ocean. This tendency to rely on terrestrial points for guidance rather than on instruments is the result of experience. It is not that the pilots cannot use instruments intelligently. It is because past experience has been such as to instill distrust rather than reliance on instruments.

On the other hand, there are pilots who will probably never be able to find their way in the air alone. One of the most fearless pilots in the air service, a man who can always be depended on to volunteer for parachute jumps, either for entertainment at an aerial circus or in the interests of scientific research, is simply incapable of finding his way over new territory from the air. Time and again he has started out for a destination only to become lost. He complains that there are so many railroad tracks he can't tell one from another.

Other pilots lack confidence in their ability to read maps, even though they are accomplished. The other day in New York I attended a luncheon to the two American balloon teams departing for Belgium to represent this country in the international balloon races. The commander of the Army team confessed that this lack of confidence prevented him from winning the elimination race. After flying all night from St. Joseph, Missouri, morning found the balloon over Arkansas. At an altitude of 9,000 feet a favorable wind was carrying the big gas bag along at a winning pace. Checking on his map the balloon commander determined his position with precision. Yet the devil of doubt assailed him. Maybe he was wrong. Nothing would do but he must reassure himself. Accordingly he spent his precious store of gas and ballast to get down near the ground where he could inquire of some native his exact position. Reassured that his map-reading from 9,000 feet was correct he discovered that he had expended so much hydrogen and sand that he could not regain altitude to where the favorable breeze traveled along. He was forced to land a short distance further on, a poor third in the race.

Despite the fact that I have spent some hundreds of hours in the air in



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His first crude instruments had been tested by sounds and single words; the patent had been granted; the principle was established from which a world of telephones has since resulted. But at that time the telephone had not proved its practical usefulness—its power to command.

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all types of aircraft, free air balloons, dirigibles and airplanes, I have no great confidence in my map-reading ability. I can find my way if I have to, but I prefer to pass the buck.

Last fall while flying by airplane across the continent I relied exclusively on the navigating ability of Lieutenant J. K. MacDuffie of the Army Air Service. I had only the haziest idea of our course at any time. Lieutenant MacDuffie had the sectional "aerial blue book" issued by the Airways section of the Army Air Service as well as a strip map of our course.

The "blue book" is technically termed an aeronautical bulletin and a two hundred mile jaunt may cover less than a page of a pamphlet, mentioning water towers, rivers, distinguishing mountain ridges and other terrestrial features to provide a constant check on the way.

West of Cheyenne, Wyoming, where the country is chiefly one barren range of hills or mountains after another all visiting pilots are cautioned to accompany mail planes to avoid the possibility of becoming lost. Yet our only flying escorts to San Francisco and return were on the way out between Rock Springs, Wyoming, and Elko, Nevada. The loneliest relay on the transcontinental airway, to my mind, lies between Elko and Reno, Nevada, over endless brown bare ridges and dread Carson Sink. Lieutenant MacDuffie laid a course as the crow flies.

Several mail pilots have been lost on this relay. One unfortunate winged postman was forced to land more than a hundred miles off his course in the midst of a burning desert.

For three days he sustained life with water from the radiator of his plane while awaiting rescue by flying searchers. Another pilot, wandering from his proper course, was forced down in a lonely mountainous section where he spent three days in the depressing company of a Mexican shepherd who could not speak a word of English.

On the last leg of our westward trip Lieutenant MacDuffie mistook a smaller ravine for the valley of the Sacramento after we had cleared the towering peaks of the Sierra Nevada. We were carried about twenty miles south of our course but by circling low over a railroad station we soon fixed our position and were not delayed more than thirty minutes.

Returning we left the mail airway at Iowa City and completed our flight over the Army airway with brief stops at Rantoul, Illinois; Indianapolis, Dayton, Moundsville, West Virginia, and Washington. The marvel of that flight to my mind was that Lieutenant MacDuffie flew the entire distance without printed directions or a map of any kind and with our compass needle varying playfully up to 65 degrees off from magnetic North. He had flown the route but once or twice before yet so well had he memorized the landmarks along that 1,000-mile airway that he completed each relay on schedule time. Only once was there any uncertainty. At Moundsville we perhaps lost ten minutes when, because of low altitude, we had difficulty in immediately locating the landing field which is hidden by a crook in the river.

We were in Dayton a day or two after the finish of the Pulitzer races. Fog in the Alleghenies had held up a score of Eastbound aviators all the preceding day. For more than a hundred miles the heavily wooded slopes of the mountains offer disaster below should an aviator lose his way. At nine o'clock in the morning weather reports contained the information that the fog had lifted. Immediately the flyers were off.

On July 1, planes of the United States Air Mail will begin to fly regularly at night over that same hazardous terrain from New York to Chicago. Every eight miles of the way a beacon of one million candlepower will burn brightly. But realizing that

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weather conditions may dim if not hide the illumination, the engineers in charge of the work have perfected a system that provides for the piloting of the planes by radio.

It is difficult enough to steer a course by daylight but at night the difficulties and dangers multiply. Radio may provide the solution for night flying as well as flying in thick weather or over uncharted terrain. Maps and directions will not then be necessary.

Last winter a formation of Martin bombing planes set out at night from Langley Field, Virginia, to fly to New York. One was forced down on the New Jersey shore by motor trouble. The faulty mechanism was adjusted and the plane continued on its way, arriving safely at its destination.

Another plane became lost. It is a terrifying sensation to be lost in an airplane at night. Fortunately the equipment included a small radio telephone. A youthful radio enthusiast who should have been in bed was startled to hear an inquiry from the wandering army fliers asking where they were. The youth communicated the information to the proper authorities. The plane was in the vicinity of the naval hangar at Lakehurst, New Jersey. The floodlights at the field were flashed on and the bomber landed safely.

Such are the natural perils of navigating the skies in daylight and dark, in clear weather and cloudy. It is by no means a complete picture of conditions, for human frailties are often responsible for the worries of pilots.

I recall a startling adventure in which Lieutenant Clayton C. Bissell and Captain Stevens once figured. They had been assigned to take some aerial views of the birthplace of President Coolidge in Plymouth, Vermont. There were no adequate aerial maps of the territory prepared.

Lieutenant Bissell requested a subordinate to make a map which would suffice. The map was duly delivered and the pilot and his photographer flew from Washington to Hartford, Connecticut, where they established a temporary base. After servicing their plane they again took off, following the Connecticut River to the North. For twenty minutes everything was lovely. After that everything was chaos.

The map didn't check with the terrain in a single particular. Bridges which were not indicated appeared in goodly number. Strange cities flitted below. Unmarked streams and mountains appeared to the right and left. All efforts to adjust the terrain to the map showed the hopelessness of it. Discouraged, Lieutenant Bissell headed back for Hartford. There the mystery was explained. The energetic map maker had pasted the southern boundary of Vermont to the northern boundary of Connecticut, discarding entirely that beautiful section of the Nation known as western Massachusetts which separates the Nutmeg State from the Green Mountain State by sixty-odd miles of unsurpassed scenic beauties and bustling cities. The error was corrected and the mission duly accomplished.

When you've mastered the mechanics of an airplane you've only begun to learn to fly.



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'As a Court-Martial May Direct'

(Continued from page 7)

curing a fur neckpiece from a gullible Paris shopkeeper "for the lady friend of a general." He also pleaded guilty to masquerading in the uniform of a first lieutenant of Field Artillery.

Stern came to Fort Leavenworth and behaved so well that he was made a red-star parole. They are still telling stories about him. He would ask guards what they wanted him to steal. They would make suggestions of articles which seemed impossible for him to lay hands on. But he always did. He had been sentenced to ten years in France; the Clemency Board cut this to five. Then various organizations secured a home parole for him. He violated this, and when last heard of was in illegal possession of a handful of uncut diamonds.

One welfare organization has been very much interested in an Italian, one of four men who are serving sentences for ravishing a German girl while serving in the Army of Occupation. The crime, committed in June, 1919, is one of the most revolting in the files of the Army.

The proceedings in the case show that two other soldiers, observing what was about to occur, notified the provost marshal, and three officers and two soldiers, who responded, caught this youth and his companions red handed. By a legal fluke one of the four was tried and given a life sentence before the other three. Now this man is doing fifteen years, his sentence having been reduced. Veteran bodies, includ-

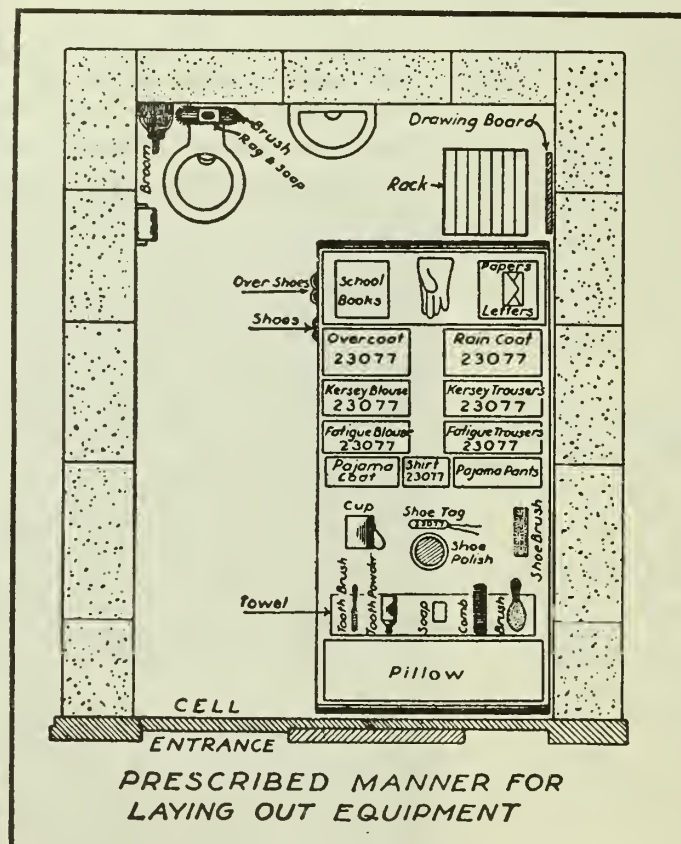
ing the Legion, were appealed to by the group of women who are interested in this man, but on investigation and the reading of the record they dropped the case. The women, on being shown the record, then proceeded to blame the girl victim of this vicious assault. They are still trying for his release. So far, it can be said to his credit, he has been a model prisoner.

"I was shot performing my duty, sir," were the last words of the first sergeant of the supply company of an infantry regiment stationed at La Voire, France. He had walked into a billet to remonstrate with one of the men of his company, and as he turned and walked down the stairs of the house the soldier shot him in the back with his rifle. The soldier is now doing fifteen years, although his original sentence was hanging. This prisoner frequently admitted his crime, but politicians have been endeavoring to secure his release.

The prisoner foreman in the dry cleaning plant went overseas with a fine fighting division. He comes from Massachusetts. He went AWOL and put in with a soldier named Witham. Witham killed an M. P. Both were tried for the murder and sentenced to be hanged. Witham took the blame and paid the penalty, while the other man had his sentence commuted to life. Since that it has been cut to twenty years and again to fifteen. "He is my right bower," the dry cleaning plant civilian foreman claims. This man,

while at the federal penitentiary, before being transferred to the Disciplinary Barracks, was a member of the baseball team and traveled all over the country playing baseball. He is now a member of the barracks nine.

Perhaps you did not know it, but there was one man in France who was tried and convicted of giving information directly to the enemy. He was recently paroled from Leavenworth. This man was a member of the medical detachment of a famous infantry regiment. A Congressman and a welfare society were instrumental in securing a cut in sentence and parole. This man was found in a German



When a prisoner is out of his cell at the Disciplinary Barracks, his belongings must be displayed on his cot just as at Saturday morning barracks inspection in the Army. Here's the chart each man uses to guide him

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headquarters during a night raid, and the evidence showed that he had given all information available to him to the German officers commanding the sector opposite his regiment.

The court-martial proceedings in this man's case showed that he willfully gave this information, and had it not been that the regiment sent over a raiding party that night and captured the German officers to whom he had given the information, and the man himself, another story might have been told. Strange as it may seem, he was not sentenced to death. Twenty years was his allotment. If the Americans hadn't captured the boy that night there is no telling what casualties the Americans might have suffered.

When a man is placed in white-star parole he swears that he will not try to escape. He is told that he can escape if he wants to—that no guards will be over him—but if he's caught, the law prescribes that he be given another year. Some do try to escape, but Leavenworth is isolated and hard to get away from. A prisoner knows every effort will be made to bring him back.

Few walk away—for that is all that a parole need do—these days. One excellent deterrent is the following little bulletin written by Captain E. L. Lyons, Assistant Executive Officer, and posted in the wings:

"From September 1, 1922, to January 1, 1924, there were seventy-five escapes from these Barracks. Of this number seventy were returned. The usual sentence for escape is one year. This means that these prisoners lost a total of seventy years plus their good conduct time. How do you figure it pays?"

The unique feature in every case here, it seems to me, is the fact that not a single man claims that he was framed. That is the usual tale in any penal institution. As I mentioned in the first article, fully fifty percent of the prisoners who go before the Clemency Board admit there's no just reason why their sentences should be reduced.

This is the second of three articles by Mr. Blood on the army prison system.

Protect Your Insurance Rights

No War Risk (Term) Insurance can be reinstated after July 2, 1926, and all such insurance now in force must be converted before that date to some form of Government Life Insurance. The office of the Veterans Bureau nearest you will furnish detailed information upon request on the subject of reinstatement or conversion.

Veterans in good health may reinstate their term policies before July 2, 1926, upon payment of two monthly premiums. Veterans with service-connected disabilities but not permanently and totally disabled may reinstate their term insurance, providing it has not been lapsed more than two years, by paying all back premiums with interest at 5 percent.

The American Legion is recommending to Congress the extension of the time limit for reinstatement and conversion, but the result cannot be foretold. The Legion's National Rehabilitation Committee, therefore, warns all service men not to place their insurance rights in jeopardy by delaying too long. The committee, whose address is 417 Bond Building, Washington, D. C., will furnish information and assist in effecting reinstatements and conversions on request.



\$100 Reward for a box worth 60c!

He was 4,000 miles from home, in a land where cooks fried everything; and all his Stuart's tablets in a trunk they couldn't find! "I'll give almost anything to get it," he told me, "for I can eat anything in the world if I take a tablet afterward."

Chew a Stuart tablet after the heartiest meal and you, too, can smile at indigestion. Stops all gas and belching. Relief is instantaneous. In fact, hearty eaters—hard smokers—high livers—find these tablets a boon and blessing. Here's proof:

Full Box FREE!

Every druggist has Stuart's tablets, 25c and 60c. Or, a full box free if you write the F. A. Stuart Company, Dept. 75, Marshall, Mich. Get a metal box of Stuart's for the pocket—and keep it filled!

STUART'S DYSPEPSIA TABLETS

BIG MONEY RUNNING A "STORE ON WHEELS"

Our Big Free Book tells how. Send for it today. Shows the "largest line on the road" and how to sell it—how other men, without previous experience, are now earning

\$10 to \$25 a Day

—clear of all expenses by selling direct to farmers and homes the well-known McNESS Line of Food Products, Toilet Goods, Perfumes, Sanitary Medicines, Stock Remedies, and "Never-Shed" Brushes for every cleaning need. 241 articles in all. Free Samples, Premiums, and Advertising help make sales.

We Supply the Capital

—to start you in the business. If you have a car or team and wagon, we will supply \$600 to \$1000 stock of goods at lowest wholesale prices on credit without interest. Write for the Big Free Book Today. **FURST-MCNESS CO., Dept. 138 Freeport, Ill.**

Capital and Resources over \$1,000,000 (17)

INCOME TAX ACCOUNTANTS

Earn \$5,000.00 to \$10,000.00 a year

Greatest opportunity for Bookkeepers... Study at home—now! Quality for a position in U. S. Government, private or corporation service. Our simplified Training Course in Income Tax Accounting is prepared under the direction of former U. S. Government Experts and is designed to take any man with a knowledge of simple Bookkeeping and qualify him as an expert Tax Accountant... Write today for particulars. American Institute, Washington, D. C. ADDRESS, Eastern Branch, 144 E. Station Z, Philadelphia, Pa.

Free Suggestions in
BRONZE TABLETS
MEMORIAL FLAGPOLES, GATEWAYS, ETC.
The Flour City Ornamental Iron Co.
2637-27th AVE. SO MINNEAPOLIS, MINN.

Dandruff and Loss of Hair

Do not neglect the warning of the itching scalp—Keep your head free from dandruff and the pores and oil ducts clean by the frequent use of Glover's Imperial Mange Medicine.

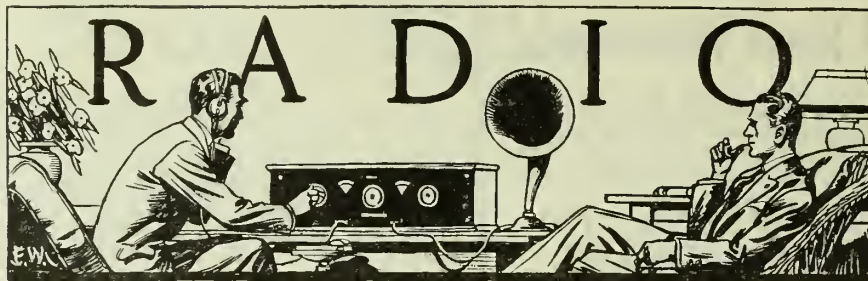
This well-known application not only removes and prevents dandruff, but stimulates the hair roots and makes the oil glands function properly, bringing about a healthy condition of the hair and scalp. It heals the tender spots and itching scalp caused by caked dandruff and restores the dry skin to its normal softness.

Every time your hair needs washing, first use

GLOVER'S
IMPERIAL
MANGE MEDICINE

and you will find a marked improvement. After treating the hair with this healing and stimulating medicinal preparation, shampoo with Glover's Imperial Medicated Soap.

For sale at
Druggists', Barbers', and Hairdressers'
Write for Free Book
"How to have Beautiful Hair and a Healthy Scalp" by Dr. H. Clay Glover
Address H. CLAY GLOVER CO., Inc.
Dept. A. H. 98, 119-121 Fifth Ave., New York City



SEVERAL weeks ago we published a letter in this department of the Weekly from Legionnaire Arthur E. Goodrich of Wolfeboro Falls, New Hampshire, in which he requested information as to which post of The American Legion bearing the number 51 had broadcast its meeting on the night of November 10th or 11th. Comrade Goodrich had picked up this program but did not learn the name or location of the post. We now have a response from Commander Gordon F. Holland of Revere (Massachusetts) Post which bears the departmental number 61, stating that the post's Armistice Eve Dance and Memorial program were broadcast through Station WNAC of the Shepard Stores, Boston. The memorial service which followed the dance, started at 11:15 p. m. with Reveille sounded by Marine Corps buglers from Charlestown Navy Yard.

The program included an address by the post commander, presentation and acceptance of a new stand of post colors and a number of addresses by civil and Legion officials, interspersed with music, and followed by memorial services conducted by Protestant, Catholic and Jewish pastors. The sounding of Taps concluded the program. This is no doubt the Legion meeting which was picked up by Legionnaire Goodrich, as the time coincides with the hour at which he tuned in the program and the features are the same as those mentioned in his letter.

up easily from coast to coast. Numbered among the contributors to the program are the quartet of Wichita Post, Department Commander Ralph T. O'Neil, Department Adjutant Ernest A. Ryan, chairman of the Department membership committee, Donald Stewart, and the Wyandotte Post, Kansas City, Kansas, fife, drum and bugle corps. Additional information of the program will appear in this column.

AN apology to Major Lawrence Mott of Avalon, California, a member of Catalina Post. In telling of the daily Legion news service with which Legionnaires in that section of the country are supplied through Major Mott's privately owned and operated broadcasting station KFWO, the wave length of the station was incorrectly given as 21.1 meters. This was a slip-up in reading proof and the wave length should have read 211.1 meters. Legion news is broadcast each evening during the musical program from the St. Catherine Hotel from 7:30 to 8:45 p. m., Pacific Time.

COMMANDER LAMBERT FAIRCHILD of Captain Belvidere Brooks Post of New York City makes report that Legion news is being disseminated regularly also on the Atlantic seaboard. He states that each Monday evening at 6 p. m., Eastern Time, Station WFBH "The Voice of Central Park" (272.6 meters), is used to broadcast information of Legion interest and that responses received give evidence that the service is widely appreciated.

ON THE AIR

Brief announcements of radio programs to be broadcast by Legion posts will be published in this department. Notices of proposed programs should be sent to the Weekly at least four weeks in advance of date of broadcasting. Be sure to give the wave length.

ROBERT E. BENTLEY POST, Cincinnati, Ohio, broadcasts a program every Monday night from 9 to 10 p. m., Central Time, from Station WKRC (422 meters.)

FOLLOWING Legion post programs will be broadcast at 2 p. m. on dates shown from Station WMAQ (447.5 meters), Chicago, Illinois: North Shore Post, Feb. 5; Harold A. Taylor Post, Feb. 8; Carson Pirie Scott Post, Feb. 9; Forges Post, Feb. 10; Chicago Elevated Post, Feb. 11; Jane A. Delano Post (nurses' post), Feb. 12.

FRANK W. WILKINSON POST, Laconia, New Hampshire, will broadcast a program from Station WKAU, Laconia (224 meters), February 12 at 7:30 p. m., Eastern Time.

PORT WAYNE (INDIANA) POST will broadcast a patriotic program from Station WOWO (227 meters), February 15th at 8 p. m., Central Time.

DEPARTMENT OF KANSAS will broadcast its official Legion program from Kansas City Star Station WDAF (366 meters), February 17th, starting at 8 p. m., Central Time.

DEPARTMENT OF WISCONSIN will broadcast its official Legion program from Kessellman O'Driscoll-Hotel Antlers Station WKAU (261 meters), Milwaukee, February 22d, starting at 8 p. m., Central Time.

\$123 the First WEEK

"I worked 6 days, 6 hours a day, and made \$123 selling 'Stay-Prest' Trousers Pressers."

J. W. Varner, Iowa

"Stay-Prest" Trousers Presser sells quick to every man—thousands in use. Men and women are cleaning up big profits with this fast seller. Sells on sight. Priced low. Big cash profit for you. You take orders. Wedeliver. Your profit in advance. Wonderful New Invention. First perfect creases in trousers. Takes out wrinkles and baggy knees. Easy to use—takes less than half a minute. Folds into small size. Saves clothes and tailor bills.

Make Big Profits—Others Do. Jack Ames made \$24 in four hours. Randle sold 25 the first day. Mary Roberts made \$10 in one evening. Others making big profits in spare or full time. So can you. You risk FREE nothing. We start you. Write quick for FREE selling outfit and full details of money-making selling plan. THE GETEY-JUNG CO., 9-74 C & J Bldg., Cincinnati, Ohio

LATEST "COAST TO COAST" FULLY GUARANTEED
RADIO'S-10 DAYS FREE TRIAL
SAVE 1/3 TO 1/2

Users everywhere report Miraco Radios get programs coast to coast on loud speaker; outperform sets three times as expensive. Many hear foreign countries. Radio's most amazing values in unconditionally guaranteed, factory-built long distance sets—let testimony of users convince you.

Powerful New Multiple Miraco gets long distance on loud speaker. Set, ONLY \$27.35 retail. FREE! Literature on latest improved 10 tube models, new low prices, testimony of users and SPECIAL OFFER. Write: MIDWEST RADIO CORP'N, 464-W E. 5th St. Cincinnati, O.

AGENTS WANTED Write for discounts.

— My Pure Blood

Chicks from high egg breed. Inspected flocks will please you and make you money. Plymouth Rocks, Rhode Island Reds, Leghorns, White Wyandottes, Buff Orpingtons, Anconas, Lowpriced. Catalog free. Write today. Mary Maude Farms, Box 115, Portland, Ind.

EVERLAY BROWN

The beautiful business hen! Wonderful winter layers. Big white eggs. World Record layers. American Egg Contest! Greatest winners New York, Chicago, Hardy, Wisconsin money makers. Stock Eggs, Chicks, etc., shipped safely. Catalog free. EVERLAY FARM, Box 55, Portland, Ind.

High School Course in 2 Years

You can complete this simplified High School Course at home in side of two years. Meets all requirements for entrance to college and the leading professions. Title and thirty-six other professional courses are described in our Free Bulletin. Send for it TODAY.

AMERICAN SCHOOL
Dept. H 23, 6241 Ave. & 58th St. © AS 1923 CHICAGO

BUDDIES IN DISTRESS

Queries aimed at locating service men whose statements are necessary to substantiate compensation claims should be sent to the Legion's National Rehabilitation Committee, 417 Bond Building, Washington, D. C., not to the Weekly. The committee will be glad to assist in finding men after other means have failed, and, if necessary, will advertise through the Weekly. The committee wants to hear from the following:

CRASTON, John W., Co. M, 140th Inf., formerly of Casper, Wyo. Please communicate with this office. This is with reference to your adjusted compensation claim.

McMAHON, John, Jr. Residence at time of enlistment, 766 Flatbush Ave., Brooklyn, N. Y. Born in Brooklyn about 1896; family of this man now residing in Brooklyn, N. Y., unable to furnish information relative to his service. The burial expenses of this man were paid by the mother of one Thomas Fay on the assumption that McMahon, who had been killed in a railway accident at McKeesport, Pa., February 13, 1923, was her son. The service record of McMahon to date has not been established; therefore, Mrs. Fay cannot be reimbursed by the Veterans Bureau. Any assistance given in adjusting this case will be more than appreciated as Mrs. Fay is an elderly woman, working out by the day.

310th Truck Co., 403d Train members remembering J. C. FERGUSON, who is now a patient at Camp Custer, please communicate with this office.

2d Regiment, 7th Co., Barracks C, U. S. Naval Training Station, Newport, R. I. Members stationed here during period Dec. 5 to Dec. 20, 1917, please write.

28th Machine Gun Battalion (especially Co. A). Former members please write.

Co. A, 6th Inf., 5th Division, Argonne Forest, Oct. 14, 1918. Former members, especially John W. WILLIAMS, please write.

6th Engineers, Co. F, remembering Fred K. INYARD. This is with reference to his hospitalization in the A. E. F. Comrade INYARD's widow and child are endeavoring to establish claim against the Veterans Bureau.

OUTFIT REUNIONS

Announcements for this department must be received three weeks in advance of the events with which they are concerned.

2d Div.—Reunion and dinner to Col. Hanford MacNider, Assistant Secretary of War, at Washington Barracks, D. C., 7 p. m., Feb. 16. Address Capt. Milton O. Boone, Washington Barracks.

Co. F, 23d ENG.—Reunion at Chicago, Ill., Feb. 20-22. Address John H. Brineman, 824 Calhoun St., Fort Wayne, Ind.

BTY, B, 130TH F. A. (35th Div.)—Reunion at Lawrence, Kas., Feb. 22. Address R. C. Ogden, Eudora, Kas., or W. H. Horr, 735½ Massachusetts St., Lawrence.

Co. D, 15TH ENG.—Fifth annual reunion at Fort Pitt Hotel, Pittsburgh, Pa., 6:30 p. m., April 24. Address R. L. Knight, Jr., 224 N. Rebecca St., East End, Pittsburgh.

TAPS

The deaths of Legion members are chronicled in this department. In order that it may be complete, post commanders are asked to designate an official or member to notify the Weekly of all deaths. Please give name, age, military record.

EARL M. BLOOM, Brooks-Flick Post, Troy, Pa. Killed in auto accident, Dec. 10, aged 38. Served in Co. I, 303d Bn., Tank Corps.

SAMUEL BURNETT, Dewey Howlett Post, Ash-tabula, O. Accidentally killed, in Salt Lake City, Nov. 8, aged 37. Served in Army.

J. N. CHRISTMAN, Charles P. Rowe Post, Pomona, Calif. D. Dec. 4. Served in Medical Corps.

GEORGE B. COTTON, Alden M. Gayton Post, Auburn, Me. D. Aug. 9, aged 29. Served at Embarkation Camp A. P. O. 701, A. E. F.

RAYMOND G. COWLES, Atlantic City (N. J.) Post. D. Nov. 13, of injuries received in auto accident. Served in Hq. Co., 11th Eng.

LELAND D. CRAFT, Frank E. Robertshaw Post, Rochester, N. Y. D. Nov. 18. Served with Co. G, 108th Inf.

JAMES R. HAGERTY, Ed. Wendell Post, Iron-ton, Mo. D. at U. S. V. Hosp., Knoxville, Ia., Nov. 6. Served with C. A. C.



WHICH is WHICH?

Here are the pictures of 9 famous stars as follows:

- 1 Constance Talmage
- 2 Lewis Stone
- 3 Tommy Meighan
- 4 Gloria Swanson
- 5 Bebe Daniels
- 6 Jackie Coogan
- 7 Richard Barthelmess
- 8 Percy Marmont
- 9 Tom Mix

Pick out Miss Talmage. Mark her with a "1". Put a "2" on Lewis Stone. Send in your solution immediately.

Name These Stars and You May WIN \$500

See how many of the above movie stars you can recognize, indicate their names by correct number given above and mail solution at once for my GREAT PRIZE OFFER. I'll send you a check for \$100, as below, if your solution is satisfactory.

You Have 100 Chances To Win Cash Prize

PRIZES

1st	-	\$300
2nd	-	250
3rd	-	100
4th	-	50
5th	-	40
6th	-	30
7th	-	20
8th	-	15
9th	-	10
10th	-	5

90 Others
Get \$2 Each

As soon as I hear from you I'll send full information about this wonderful offer whereby I am going to distribute \$1000 in cash prizes in this Famous Stars Advertising Campaign. I'll also send you in same letter a check good for \$100, mentioned above, to add to First Prize of \$300 cash. I give \$100 more for promptness, or \$500 in all. Also 9 other Grand Prizes, and in addition I give 90 consolation awards of \$2 each. Surely you can be one of these 100 winners! Still more, everyone who answers this ad can positively get \$1 in cash. If there is a tie for any prize I'll pay the full amount of such prize to each person tying. This offer is backed by a company of 30 years' high standing with most excellent bank references. Prizes will be paid promptly immediately after May 31, 1926. Send in your solution at once for here's your chance to make a small fortune easily. DON'T SEND ANY MONEY.

D. WARFIELD, Director,
FAMOUS STARS CAMPAIGN,
898 Ryan Bldg., Kansas City, Mo.

\$100

For Promptness

Remember, I give \$100 additional for promptness so the quicker you answer the more you may win.

FREE

Hot-Iron Transfer Pattern

To every woman or girl who answers this ad I'll send a dandy hot-iron transfer pattern containing many beautiful designs for embroidering lingerie and linens.

BUNIONS

Quick, safe relief from Bunion pain. Prevent shoe pressure. At drug and shoe stores, everywhere

Dr Scholl's
Zino-pads



Put one on—the pain is gone

For Free Sample write The Scholl Mfg. Co., Chicago



IMake \$25.00
per day writes D.C. Beckham
FREE SAMPLES

Sell Madison "Better-Made" Shirts for Large Manufacturer Direct to wearer. No capital or experience needed. Many earn \$100.00 weekly and bonus. Write for Free Samples.

MADISON SHIRT MILLS, 564 Broadway, New York



"I Get Members"

I am a Member-getting folder, designed to bring home to Non-Legionnaires the fact that The American Legion associates for "GOD AND COUNTRY." I tell my story simply, plainly and without coercion. My name is "GOD AND COUNTRY" and I cost 50 cents per 100. Send for me today! Increase your membership.

POST PRINTING SERVICE

The American Legion Weekly
Indianapolis, Indiana



WORK FOR "UNCLE SAM"

U. S. Government Jobs

Ex-Service Men Get Preference

\$1170 to \$3300 Year

Common Education Sufficient / Franklin Institute, Dept. N186, Rochester, N.Y.

Mail Coupon today—SURE / Gentlemen: Kindly rush to me, list of U. S. Government big paid positions now open to Ex-Service men. Advise me also regarding the salaries, hours, work, vacation and tell me about getting preference.

Name.....

Address.....



"Due to your well prepared training, received my appointment eight days after my name was placed on the register."
David W. Tucker.

Bursts and Duds

Payment is made for material for this department. Unavailable manuscript returned only when accompanied by stamped envelope. Address American Legion Weekly, Indianapolis, Ind.

Supplied

Noticing a pretty new face in his congregation, the minister was bound to display a cordial interest.

"We are pleased to have you here," he told her politely. "If you will give me your name and address I shall be happy to call."

"Cut it, doc," retorted the flapper wearily. "I've got a sheik."

It Comes High, Mr. Hatcher

[Ad in *Stuart (Va.) Enterprise*]

Your business will be appreciated and we guarantee to satisfy you. Mr. W. H. Hatcher will see that you are loaded.

A New Architect

"You say that Louise married a self-made man?"

"Yes."
"Why? Wasn't she satisfied with the job?"

Where Friendship Ceases

[From *Cadiz (Ohio) Democrat*]

Miss Lida Beall was at Adena visiting friends and the dentist.

It Sounded That Way

"Did you show the bishop to his room, Jane?" asked the lady of the house.

"Yes, mum," answered the maid, "an' I left him prayin'. There was a chair got in his way before I could get the light on, mum."

"Such Popularity Must Be Deserved"

[Heading in *Hartford (Conn.) Times*]

Instructor in English Department at Weaver High Submits His Resignation—Girls' League Holds Enthusiastic Rally.

A Fitting Punishment

"When was Mr. Blick ostracized from the club?"

"It was during the World Series."

"What was it all about?"

"A group of members were discussing that exciting last game, when Blick came in. 'How's the game coming now?' some-

body called, anxiously. 'The game?' said Blick. 'Oh, it's improving. My approach was rotten yesterday, but I beat Nibb three up.'"

Hester's Odd Habits

[From *Platteville (Wis.) News*]

Hester U——, aged 11, a Richland Center girl who formerly lived at Fennimore, is suffering from lockjaw, which developed after she was stepped on by a cow a few days ago.

The Brute

"Of course," remarked the young husband in an unguarded moment and apropos of nothing special, "no one is entirely perfect."

"George!" cried the bride, bursting into tears. "You don't love me any more!"

Chiropody in Hoosierland

[From *La Grange (Ind.) Standard*]

Frances Snow cut Lizzie Woodward's corn this week.

Rough and Tumble Lil

[Heading in *Motion Pictures Today*]

Lillian Rich in First Roll With DeMille.

Longings

I have often had a foolish sort of notion That I'd like to sail alone upon the otion

If I had a motorboat or
Any other kind of floater
That would furnish me sufficient locomotion.

But I guess of mal de mar I'd get a potion
If the waves got rough and caused undue commotion;

Then I'd wish I were a voter
In Nevada or Dakoter,
So far inland that I'd never seen the otion.

Thus, I never set my foolish plan in motion,
And I quickly dropped my otion-going notion;

And it doesn't get my goat ter
Know no motorboat or floater
E'er will carry me upon the briny otion.
—Warren B. Jennings.

In Conference

Parson Brown: "How am yo' husban', Mandy."

Mandy: "He am done confine' to his room."

"Sho' 'nuff, now? Could Ah see him?"
"Mebbe so. But he am in de jail-house."

Paging Sir Oliver.

[From *Jackson (Miss.) Clarion-Ledger*]

Miss H——, in years gone by, made her residence in Jackson with her grandmother, Mrs. S. E. H——, who has gone to her Heavenly Home, and her return visits are always a delight to those who know her.

Just a Stunt

"But why did you shoot your husband?" asked the puzzled detective.

"I just had to," sobbed the movie star.

"It was either his life or—or—"
"Ah, I see! Or your life?"
"No-o. Or my job."

The Heartlessness of Youth

[From *Leetonia (Ohio) Reporter*]

The High School wishes to extend sincere thanks to J—— B—— at the death of his sister, Mrs. F——.

Arithmetic

A benevolent old gentleman (isn't it the darnedest how they always crop up in a story?) noticed a small boy burst into tears after he had dropped a dime down a grating.

"Never mind, little man," he comforted. "I'll give you another dime."

"But then," wailed the youngster, bursting into a fresh spasm, "I'd have had twenty cents if I hadn't lost one. Wawawahoo!"

Doesn't Sound Reas. to Us

[Ad in *Salt Lake Tribune*]

FIRST LASS condition, coal range and baby buggy, reversible, and reas.

Good! Great! Hooray!

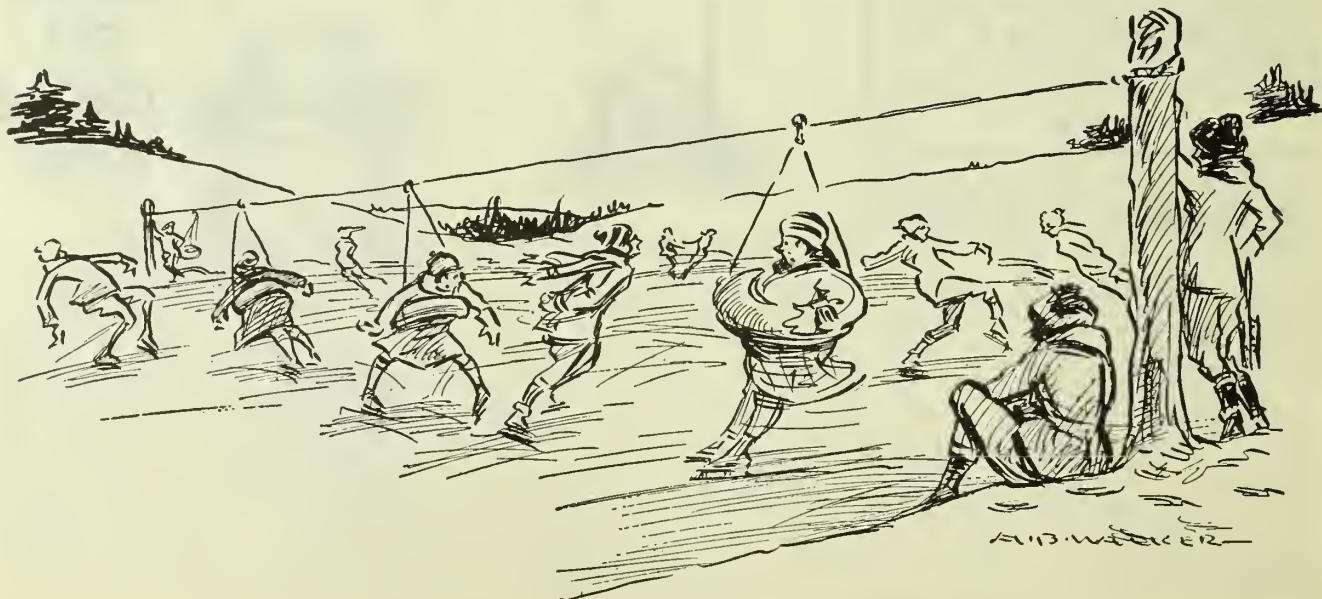
[Heading in *Fort Worth (Tex.) Star-Telegram*]

Chiropractor Given Jail Sentence, Fine.

The Wonders of Nature

[Heading in *Chillicothe (Ohio) News-Advertiser*]

Former Dry Agent Kills Self Then Wounds His Wife.



THE BREECHES-BUOY FOR BEGINNERS

IF YOU PLAN TO GO TO PARIS IN 1927, Fill Out This Coupon, Detach and Send in IMMEDIATELY

MAIL TO FRANCE CONVENTION COMMITTEE, 403 MUTUAL BLDG., RICHMOND, VA.

NAME Member of Post No. Dept. of
(First) (Last)

ADDRESS
(Street and number or R. F. D.) (City or Town) (State)

Total in my group..... including: ☐ wife; ☐ mother; ☐ sister; ☐ son; ☐ daughter

Grade of Accommodation Preferred: { ☐ Minimum grade to cost about \$175.00
☐ Medium grade to cost about... \$325.00
☐ Best grade to cost about..... \$450.00

I intend to take Extension Tours or Side Trips of length checked below, after Convention

☐ one week; ☐ two weeks; ☐ three weeks; ☐ one month; ☐ six weeks

NOTE { Fill in with typewriter or print plainly.
If you have already mailed in the same coupon published in the December 11th issue of the Weekly,
do not send in this coupon.

America's Most Amusing Picture Book



SKIPPY

HOWDY FOLKS!

*I'm Skippy—and I Want You to Take Me Home
an' Laff yer Heads Off.*

By the Famous Artist, PERCY L. CROSBY

Formerly of the 77th Division and the man who illustrates the Buck O'Dee stories

This is a big volume (8 x 11½ inches) made up of the choicest of the famous Skippy pictures which have appeared in *Life* and elsewhere. Many of them are in full color. Everyone who knows Skippy loves him and has laughed at—or with—him. He is a character unique in American humor. This book will give you and your family and friends hours of delight.

-----COUPON-----

The Legion Book Service
The American Legion Weekly
Indianapolis, Indiana

Buddy—Hand me a laugh!
Here is my \$2.00. Send me
Skippy's Cartoons postpaid.

Name.....

Address.....

City..... State.....

Don't Pay Me a Cent If I Can't Give You a Magnetic Personality -5 Days FREE Proof!

NO matter how lacking you are in qualities of leadership, no matter how colorless, timid, unsuccessful and discouraged you may be, I GUARANTEE to so magnetize your personality that your whole life will be completely transformed!

I can give you poise that banishes self-consciousness, charm that makes you irresistibly popular, personal power that will indelibly influence the minds of others and amaze your friends.

I'll make you a fascinating force in social life, a powerful, dynamic, commanding figure in your profession. You'll become more popular, more prosperous, more gloriously successful than you ever dreamed possible!

Let me send you the proof—absolutely free! If within 5 days you do not experience a decided change in your personality, if you do not find yourself making new friends with ease, if you do not discover yourself already on the way to social popularity, business success and personal leadership—just say so. Tell me my principle of personal magnetism can't do every single thing that I said it would do. And you won't owe me one penny!

What Is Personal Magnetism

What is this marvelous force that raises the sick to glowing, vibrant health, the timid to a new confident personality, the unsuccessful to positions of wealth and astonishing power?

You have it—everyone has it—but not one person in a thousand knows how to use it! It is not a fad

nor a theory. It is simply you, yourself—your manner—your own marvelous personal force, released and magnified a hundred fold in an amazingly clear-as-crystal, scientific way! More necessary than good looks. More valuable than money. For without it a salesman is handcuffed! Without it a business man is powerless to command! No actor, no teacher, no orator, no statesman can long hold his audience spellbound without this supremely influential magnetic force!



What Is Sex Magnetism?

What is that magnetic, powerful influence that draws one man to one woman — forever, irresistibly? What is that strange, never-failing spark that awakens love? What is it, in man or woman, that seems to draw and fascinate—the hypnotic power that no one can resist?

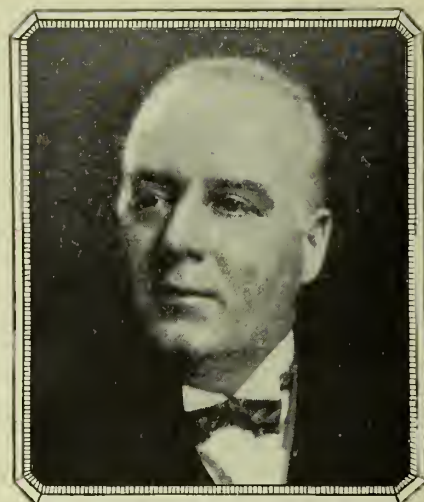
You have it. Everyone has it. But do you use it?

Personal Magnetism! How easy to release it! How wonderful its results! No long study or inconvenience. Not the slightest self-denial. Just a simple, clear, age-old principle that taps the vast thought and power resources within you, releases the full sweep of your magnetic potentialities and makes you almost a new person from what you were before!

Personal Magnetism is not hypnotism. Hypnotism deadens, Magnetism awakens, inspires, uplifts. Personal Magnetism is not electricity. It is like electricity in one way—while you cannot see it, you can observe its startling effects. For the moment you release your Personal Magnetism you feel a new surge of power within you. You lose all fear. You gain complete self confidence. You become almost overnight the confident, dominant, successful personality you were intended to be—so fascinating that people are drawn to you as irresistibly as steel is drawn to a magnet!

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